

APPENDIX 15 - Community Consultation

Addendum 3 – Further consultation details post report

Organisation	Consultation Details	Consultation Outcome
Air Service Australia	Pursuant to a telephone conversation with Air Services Australia's front desk an email was sent to the Department on 2/2/1922 requesting that an appropriate person contact Forestrack representative regarding the draft EIS and in particular the noise assessment undertaken BY SLR consulting. See note 1 below which shows the email sent on 2/2/23.	Despite follow-up phone calls, no response was received from the department. This was also despite extension discussions with the front desk concerning the project. <i>No further action is planned.</i>
Canberra Airport	Regardless of the initial Airport's response of not requiring further information to be addressed in the EIS, it was decided to address all matters raised and consult with the Airport for mutual satisfaction.	9/11/22 Video meeting by Forestrack's CFO Chris Townsend with Canberra Airport representatives, Noel McCsann & Richard Doyle, to discuss concerns and agree on way forward to resolve concerns which are outlined below. Decided to amend section in the final doc to state that indeed the proposed site is within the current Prescribed Airspace – Outer Horizontal Surface. The site sits within the outer horizontal surface for Canberra Airport's Prescribed Airspace – <i>Amend Helicopter Operation Assessment page 16 Section 3.0.</i> Regarding concerns raised over aircraft movements, pilots will inform the airport tower of operation and take instructions on direction and height to take account of other aircraft activity in the vicinity. If necessary, change view to align with flight path by TOLL and ESA. No different from our current operations base at Wallaroo near Hall. We confirmed that before landing and taking off we would contact the tower for directions and would observe the normal flight rules and directions of the tower and fly neighbourly approach. The tower had a perception that we

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		were aiming to run an aerial emergency services base from Hume. We emphasised that we only would run ground-based emergency fire responses from the Hume base as we do now from 76 Sheppard St Hume. The use of helicopters in an emergency situation would only be for ground-based crew swap outs. The tower could see no issues with this and stated that they would have no objections to our development given the facts before them now. Table 10 (incorrectly labelled) section 7.1.2 is in the draft EIS page 54. We will ensure the table is correctly labelled as table 9 and the tables that follow. Bird Strick report is not signed and dated. Amended copy of Bird strike report to be submitted with Final EIS. Noise related concerns Attachment 2 Noise assessment by SLR. Draft EIS 2.9, 7.9, 7.9.1.3 -Noise assessment criteria has been developed based on the following documents: - Australian Standard (AS) 2021:2015 Acoustics – Aircraft noise intrusion – Building siting and construction (AS 2021) - AS 2363:1999 Acoustics - Measurement of noise from helicopter operations (AS 2363:1990, withdrawn) - AS 2363:1990 Acoustics - Assessment of noise from helicopter landing / departure areas (AS 2363:1999, superseded) - “Environmental Principles and Procedures for Minimising the Impact of Aircraft Noise” issued by Air services Australia. See Note 2 Showing ANEF Noise exposure contours. Guideline H Protecting Strategically

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		Important Helicopter Landing Sites. <i>Draft EIS/DA 7.12.1 Helicopter operations into and from the base are expected to be infrequent at best. Forestrack are committed to a Fly Neighbourly procedure and the provision of Fly Neighbourly advice to pilots will be used as a priority. The preferred approach and departure paths have been selected in accordance with acoustic testing to minimise any inconvenience to surrounding communities. By designing these paths predominately over undeveloped land, the helicopter should operate without travelling over or near populated areas. HELICOPTER OPERATION ASSESSMENT – INCLUDING FLIGHT PATH ASSESSMENT presented in the Draft EIS Appendix 6.</i> Concern raised over residual nil risk pertaining to Canberra Airport and surrounding aircraft facilities. <i>Make clear that Table 12 relates to risks associated with mitigation measures and if implemented satisfactorily would result in a residual risk of nil.</i>
Toll helicopters	Gerard Longley Senior Contract Pilot NSWA/ACTAS, Toll Helicopters Government / Defense Global Logistics 33 Nancy Ellis Leebold Drive Bankstown NSW	

Note 1

Request for departmental contact

BT

Bob Thompson

To Airport.developments@airservicesaustralia.com

670.30047-R01-v0.3-20211129.pdf

2 MB

Reply

Reply All

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Wed 2/02/2022 7:46 PM

To Whom It May Concern,

I wish to request contact details for appropriate personnel involved in planning matters for a proposed Canberra Development which requires consultation for an Environmental Impact Statement as it contains a helicopter pad and in particular to ascertain if the department wishes to comment etc. Please find attached noise assessment pertaining to the proposed development.

Kind Regards,

Bob Thompson

FORESTRACK

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Note 2

